SUN. BUNDAY.

UN. SUNDAY, JUNE 10, 1

Guaranteed Free of Repairs for One Year

Are the result of four years continuous effort to produce an automobile which can be sold in competition with the hear foreign care, but at a considerably lower price.

If The materials are the finest procurable. The manufacturing facilities and methods are not approached by any other automobile concern in

The E. W. BLISS CO. constructs practically the complete car from yaw material; if DOES NOT merely assemble parts purchased in open market.

¶ Bodies and tops are by A. T. DEMAREST & CO. and MEALEY & CO. Equipment and accessories are complete in every particular and of best transfer makes.

of An inspection of the works in BROOKLYN, where these ears are made, will convince anyone interested in a high grade car of the merits of the BLISS.

FRANK C. ARMSTRONG E. W. BLISS CO. MOTOR CARS

Broadway and Sixty-sixth Street l'elephone, 8616 Columbus.

AMONG THE AUTOMOBILISTS.

PICTURESQUE ROUTE FOR THE GLIDDEN TOUR.

J. B. Dill and Augustus Post Return After Two Weeks Work With Roads of Travel Outlined-Nearly All the Highways Selected Are in Good Condition.

Ship me somewhere east of Broadway.
Where the deer through woodlands roam: Where the mountains tower above me And the cops are left at home.

This prayer of those automobilists whose conception of real touring is of something different than scorching through thickly populated districts, has been kept in mind by the sub-committee of the American Auto-Association, consisting of Judge mobile Association, consisting of Jungs
James B. Dill and Augustus Post, to whom
was entrusted the task of laying out the
route of this year's Glidden tour contest.
The sub-committee have just returned to the city after two weeks spent on the road between Saratoga and Bretton Woods, picking out the best roads and making other necessary arrangements for the great tour. Mesers. Dill and Post report that, after leav-ing Saratoga, where the United States Hotel will be the headquarters, the route lies through a rolling farming country to Glens Falls, then over a plank road to Caldwell, at the foot of Lake George. Then, leaving the lake, the road bends to Chestertown and follows the beautiful Schroon Biver and Schroon Lake to Underwood. From this point on the road leads through the heart of the rugged Adirondack Mountains to Elizabethtown, which has been selected as a night's stop-ping place. Leaving Elizabethtown, there are a few more miles of mountain road which comprise one of the few stretches of bad road to be found on the entire journey. How-ever, the sub-committee was so fortunate as to have with them all the way from Saratofa to Montreal, Frederick D. Lyons, Commissioner of Highways of the State of New York. Mr. Lyons took careful note of all the bad spots in the road, together with the names of the county supervisors respon-sible for the same, and he promised to use al the influence of the State authorities to have every mile of the road in good shape by the me the tourists go through. After passing through Keeseville, located

a few miles from Elizabethtown and beyond the mountainous district, the tourists, by a short detour from the road may visit the Ausable Chasm, where an hour or two may be spent most profitably. This day's run is but thirty-five miles, terminating at the Hotel Champlain, thus giving the tourists a half day or more to spend at this delightful spot. The hotel is located on the highest eminence in the region and a fine view of the surrounding country may be had on all sides. From the Hotel Champlain there is a fine road to Rouse's Point, a half mile from the boundary line between the United States and Canada. Here it will be necessary to comply with a few formalities necessary before entering Canada, but as the committee will make full arrangements in advance there will be but slight delay for the tourists. From Rouse's Point the road leads alongside the Richelleu River as far as Chambly, through a country where French is the prevailing language. This condition will be noted, as a matter of fact, all the time that the tourists are in the Prevince of Quebec. The church is here the predominating influence. Every little town has an immense the process of the previous of the previous consequences. church with generally an imposing convent or monastery close by. Monks of the various orders will be observed walking barefoot along the highways. The towns are named for the most part after various saints and, in short, everything testifies to the devoutly religious nature of the inhabitants.

At Chambly the road leaves the Richelleu River and goes almost due west to Longueuil, from which the tourists will cross either by boat or over the great Victoria Bridge to Montreal. From Montreal to Quebec is a wo days trip, skirting closely the north bank of the St. Lawrence River. A night stop will be made at Three Rivers, half way between Montreal and Quebec, and as the hotel accommodations here are rather inadequate, the sub-committee arranged with the Richelieu and Ontario Navigation Company to have one of their boats anchored at the quate, the sub-committee arranged with the Richelieu and Ontario Navigation Company to have one of their boats anchored at the quay to serve as a floating hotel, a novelty which will probably appeal strongly to the tourists. Two days have been allowed to see Quebec, by all odds the quaintest town on this continent. From Quebec the route leads toward home. After crossing from Quebec to Levis, there is a twelve mile stretch of fine macadam road to St. Henri, then a good stretch of country road to Scott Junction. From this point, the tourists will follow the Chandiere River for many miles to the Jersey post office, where a climb will be made over the divide which separates the streams flowing into the St. Lawrence River from those flowing into the Atlantic Ocean.

The summit of this range of hills marks the boundary between the Province of Quebec and the State of Maine, and the tourists will cross from one country to the other at the quaint Line House, half of which is in Canada and half in the United States. Fifteen miles beyond is thepleasant little town of Jackman, where a night stop will be made. From there the road leads through the woods to The Forks, where the Kennebec River is reached. The river is then followed all the way to Waterville, a night stop. From there the road is retraced as far as North Anson, where the tourists will cross the Kennebec River and proceed by a circuitous road to spend the day which is allowed at Rangeley, the last part of this route being through the woods to Phillip, Wells and Dirfield, where the road meets the Androscoggin River. This river is followed all the way to the tourists will probably choose to spend the day which is allowed at Rangeley in trying to hook the elusive salmon and trout with which the streams in the vicinity abound. From Rangeley the route leads through the woods to Phillip, Wells and Dirfield, where the road meets the Androscoggin River. This river is followed all the way to the terminus of the tour, Bretton Woods.

Contrary to the common opinion, the ro

Put on or take off your tire in five minutes without help or effort with the

"L & M" TIRE ADJUSTER

The only ring tire adjuster on the market
Write for illustrated booklet THE LONG & MANN CO. 821 Central Building - - Rochester, N. Y. Glidden tour is to be part of the third annual A. A. A. tour, the Glidden contest starting from Buffalo on July 12 and ending at Breston Woods on July 28. The distance of the Glidden tour will be 1.145 miles, and this year's will be the second annual contest, Percy Pierce of Buffalo being the winner in 1005. The regular A. A. A. tour will start from Chicago on July 12.

A. A. tour will start from Chicago on July 12.

The automobile worm has turned at last. Testerday afternoon one of the horses drawing a loaded brick wagon on Forty-second street injured one of its legs so badly it could not stand on it. The driver tried to coax his team to continue, but the horse held his injured leg in the air and refused to move. To add to the driver's trouble, a young woman who said she belonged to the Society for the Prevention of Cruelty to Animals threatened to have him arrested if he tried to make the horse help pull the heavy load of bricks. A small crowd gathered around and advised the driver what to do, but it was the package boy on a department store automobile delivery wagon who added the final touch to the inoident by yelling "Get ap auto" as he passed.

A young New Yorker who built his own automobile says that any one who drives a racy looking runabout courts arrest if his machine is painted gray. His car is a small one with two uncushioned seats side by side, and the hood is quite long in proportion to the size of the machine. When he first began to use the car both body and wheels were painted a duil gray and it looked quite the typical racing machine in miniature. Everywhere he went he was followed by bicycle policemen who seemed convinced he was only waiting his chance to break the speed laws. The automobilist tired of being followed constantly, so he had his car painted bright red and fitted out with a set of big brass lamps. He says that the change in color and the addition of the lamps have almost entirely freed him from police conducted runs through the city, though they still manifest great interest in him when he drives through outlying streets.

Chairman James Couzens of the executive committee of the American Motor Car Manufacturers' Association, has appointed heads for the various committees of the organization who will pick their fellow workers at once. The list of committees and chairmen is as follows: Show, Benjamin Briscoe, Maxwell-Briscoe Motor Company; tours and races, W. C. Marmon, Nordyke Marmon Company; good roads and legislation, Charles Lewis, Jackson Automobile Company; finance, J. B. Bartholomew, Bartholomew Company; publicity, C. E. Duryea, Duryea, Power Company; membership, W. H. Van Dervorst, Moline Automobile Company: standardization, C. E. Duryea, Duryea Power Company, General Manager Alfred Reeves has established the new offices of the association at 31 West Forty-second street, in the Spaiding Building.

Members of the New York Automobile
Trade Association who were exhibitors at the
recent open air automobile show at Empire
City track will receive a rebate of about 20
per cent. of the cost of their space. It was
announced yesterday that the board of governors of the association had decided this
after a meeting heid Thursday night. In
addition to the rebate for members, about
\$1,000 has been placed in the association's
treasury from the show profits, and recent
receipts from other sources. Many of the
dealers in the association have declared that
20 per cent. commission on the sale of cars is
too small for New York city agents. A general meeting of the association will be called
in the near future to discuss the matter with
the view of trying to secure a larger allowance
from the manufacturers.

AUTOMOBILE NOTES.

There is a scramble among automobile designers to take advantage of the recent popularity of the six cylinder car and each of four or five prominent American makers asserts that he "saw it first." Henry Ford can rightfully claim premierahly among American designers for the appearance of this type of car, he having entered a six cylinder car in competition at Ormond in the winter of 1908-4. In the same year, however, an English Napier six cylinder car also competed, and it is only fair to state that in this regard our British cousins were a year or two ahead of us, for the six oyinder touring car had eitesdy become standard there and had gained considerable headway in the last few month popularity. Until within the last few month it has been known in this country only in the speed class. The wonderful popularity of this type of car is shown by the rapidly increasing demand for it in the larger cities—New York, Boston, Chi-cago—in cach of which cities last week a number of cars were sold equal to the entire output of the big Ford factory for that week. The plant is now working day and night in the effort to catch up with the demand.

Hiram Percy Maxim of Hartford, whe in a 36 horse-power Columbia won the ten mile handicap norse-power columnia won the ten mile handicap at Readville on Decoration Day, enjoys the distinc-tion of having won the first regularly organized automobile race to be held on a track in this country. This was at a fair in Branford, Conn., in 1898. The This was at a fair in Branford, Conn., in 1898. The race was for five miles and Mr. Maxim drove one of the early Columbia gasolene models. a two cylinder water cooled machine of fairly able accomplishments in its day. His time was something like 18 minutes. There were six contestants. Since 1898 Mr. Maxim has been almost uniformly successful in the comparatively few races and hill climbing contests in which he has entered. He is a son of Sir Hiram Maxim, the noted inventor.

Unlike the gasolene type of automobile, there is Unlike the gasolene type of automobile, there is a steady demand all the year round for the electric type, but at this season of the year both reach their high water mark in the matter of sales. It is surprising in the face of the greatly increased demand for gas cars that the electric not only holds its own, but shows an increase in sales this year. C. B. Price, the popular Eastern agent for the Baker electric, states that all indications point toward a record breaking season. Victorias, broughams, depot carriages, suburbass, imperials have all been good sellers, but the Stanhope style of electric, Mr. Rice states, far and away tops everything in popularity. So much in detops everything in popularity. So much in de-mand is the Stanhope that he had to duplicate his order to the Cleveland factory, the original of which was the largest individual order ever sent in for these vehicles.

Ed E. Robertson has been appointed general sales manager of the Hartford Suspension Comsaies manager or the Hartford Suspension Com-pany and will look after the famous shock absorbers that are now fitted to at least 25 per cent. of the automobiles which are equipped with such devices. He will also look after the sales of the Gabron-Brillie automobiles, for which the Hartford com-pany is the American agent.

Running their cars from the factory to their homes appears to have become popular among purchasers of automobiles. Within the past week purchasers of automobiles. Within the past week no less than a dozen owners of Thomas Flyers have gone to the factory at Buffalo, received an initial course of instruction, and then piloted their machines to their homes. Talking about purchasers taking delivery of their care—Harry S. Houpt has delivered to date ninety-six of the 1906 Thomas cars, and by the first of July he expects to have half as many more in the hands of those who placed their orders late. Truly a wonderful record for only his second year in the business.

The Commercial vehicle is rapidly proving its claims for a very important place in the world's work. At the factory of the Pope Motor Car Company at Indianapolis there is a constantly increasing call for commercial vehicles. This concern has just completed a fine two-ton truck for the Birmingham Light and Power Company of Birmingham, Als. The rack sides can be readily removed and the body made into a regular platform truck. Its length over all is 17 feet, 9 inches: width over all, 7 feet, 9 inches. It has a clearing space of 14 feet by 6.

On Saturday, June 2 the Rainier Company de-livered to T. A. McIntyre, of the Stock Exchange nouse bearing his name, e. 55 horse-power Rainier and on the same day Mr. Mointyre and party left for a lengthy trip through the State. Before re-turning to New York they covered 500 miles and want over the Catekill mountains, where very had what were encountered. The machine week

The Car of consissent, uniform service every day in the year is the reliably



The 35 H. P. model 15 (\$2,500) won the hill climbing contest at Wilkes-Barre for stock machines costing up to \$3,600.

> 28 ft. P., 61,786; 16-12 ft. P., 61,860 and 61,860; 9 R. P. Belivery Wagon, \$1,500.

National

A stock car of this make is the holder of the World's Record from 650 miles to 1094 (24 hour record). 4 cyl., 40 H. P., \$2,000. 6 cyl., 60 H. P., 7 passenger, \$4,000.

New Marion

The air-cooled car that keeps cool and is recognized as the quietest, smoothest running machine of this type on the market. 28 H. P., \$2,600.

HOMAN & SCHULZ CO.,

38-40 West 62nd St. (Broadway.)

Tel. 4512 Columbus. Brooklyn Branch 1239 Fulton St.

THREE

Touring Car **\$2.000** 4 Cylinder, 28 H. P.

A car having power, endurance and finish-economical both to purchase and maintain.

Detachable Tonneau \$1,100 2 Cylinder, 18-22 H. P.

A car of unexcelled convenience and high-grade workmanshipcheap in price only.

Runabout \$800 2 Cylinder, 12-14 H. P.

A car designed with an eye to practicability rather than price-an ideal vehicle for doctors and busi-

PROMPT DELIVERIES GUARANTEED

ness men.

A written request brings an illustrated catalogue. A telephone engagement secures a practical demonstration. Telephone 3840 Columbus.

MAJESTIC AUTOMOBILE CO. 1709-1713 (Cor. 54th St.) Broadway, New York City



MOST ELEGANT OF ALL ELECTRICS.

Se simple to control; a child can run them. Cost less to maintain than any automobile made.

The following tribute paid to the Baker is characteristic of many such. A gentleman recently rang up the Baker Garage to have his BAKER STANHOPE sent to him. His order was concise and to the point:—

"Kindly Send Around My Joy Wagon," Imperials, Stanhopes, Suburbens, Victorias, Depot Carriages, Broughams.

C. B. RICE, 1790 BROADWAY, NEW YORK.
Telephone, 2880—Col.
NEWPORT OFFICE, 100 Bellevae Avenue.

Locomobile A FEW 1906 MODELS

For Prompt Deliveries

Also several 1905 Locomobiles on sale, at reasonable prices, for account of our 1906 customers. These cars, thoroughly overhauled and guaranteed by us, will appeal to intelligent

Locomobile CO. OF AMERICA Broadway, corner of 76th Street JOHN F. PLUMMER, Jr., New York Manager

through without a bitch, and owing to the en-thusiastic reports Mr. McIntyre made, his partner, J. E. Huisiser immediately placed an order for the same kind of a car. Other purchasers of Rainier cars during the week include isaac H. Blanchard, head of the Blanchard Frees; William Crawford of the Simpson-Crawford Company; H. B. Wilson, A. S. Gorham, Daniel R. Bradley and William S. Fortune.

As indicating the expense and care necessary in the construction of a Vanderbili racer one detail of the experience of the Maxwell Briscoe Motor Company in the construction of the car which is to take part in the elimination trials in September 18 illustrative. J. D. Maxwell, the designer and constructor of the machine, was desirous of ascertaining the condition of the cylinder wails and possible defects in structure due to the slipping of the core in casting. Several cylinders were cast first, then machined and afterward program in which is located the Eastern branch in charge of the core in casting. Several cylinders were cast first, then machined and afterward program in which is located the Eastern branch in charge of on Broadway and can be seen at a great distance. It is so feel long and 14 feet high.

Archer & Co. have started an active campaign with the Columbus electric vehicles and several orders have been booked within the last few days. As the summer months advance the demand for alectric machines invariably increases, this season electric which he bought the car.

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electric machines invariably increases, this season more than ever. There is plenty of business in New York and vicinity and Manager Archer has planned to get his share of it.

So successful has the Wayne model H 14 horsepower runabout been, that the company is considering contracts to nearly double the output for this car alone, Part of their new plant on the

E. D. Winans of the Michelin Products Com-pany through his agents in all parts of the country is marking the roads for tourists with large signs pointing the way and giving the distances. Eight hundred of these signs have already been placed, and 8,000 in all will be erected during the present year. The work will be continued from year to year until the entire country is routed.

and the contract of the second of the second

Coppa d'Oro Endurance Run

Covered in nine consecutive days, over muddy roads LANCIA, First, Stock 35 H. P. FIAT Car.

NAZZARO, Fourth, Stock 35 H. P. FIAT Car BOSCHIS, Fifth, Stock 35 H. P. FIAT Car.

The only complete team to finish

- - - 16 finished 48 started 3 "FIATS" started - 3 "FIATS" finished Winning the great gold cup, as well as eight special cups for

Reliability, Endurance and Speed.

Broadway and 50th Street, New York

Livensed Importers under Seiden Patent. H. ALLEN DALLEY, Philadelphia, Pa. AUTO REPAIR COMPANY, Pittsburg

DELIVERIES

Factory shipments enable us to offer for immediate delivery the following models:

50 H. P. MODEL "F." SEVEN PASSENGER. 4-CYLINDER TOURING CAR COMPLETE at

20 H. P. MODEL "C," FIVE PASSENGER TOURING CAR

14 H. P. MODEL "G," DOUBLE OPPOSED MOTOR UNDER THE

HOOD, SHAFT DRIVE, FOUR PASSENGER, TOURING CAR.

14 H. P. MODEL "H," DOUBLE OPPOSED MOTOR UNDER THE HOOD, SHAFT DRIVE RUNABOUT

28 H. P. 4-CYLINDER RUNABOUT SPECIAL \$1,800.00 Our 35 H. P. seven passenger touring car will be ready for delivery June 15th.

Mechanically all Automobiles must, to a certain extent, resemble each other. The main points of difference which distinguish superiority from inferiority are material, labor and purpose. The materials which enter into the "WAYNE" car are the best procurable at any price; only skilled labor is employed, and the purpose of the entire organization is to build a car as nearly perfect as possible.

The "WAYNE" will do what its builders claim it will do, and do it at all times, in all places

and under all circumstances and conditions. A broad, liberal and substantial guarantee accompanies each "WAYNE" Automobile. Call or 'phone for demonstration.

De posseder une "WAYNE" c'est de la Veine!

"WAYNE" -la plus chic voiture

"WAYNE"—la voiture elegante
"WAYNE"—la voiture silencieuse

\$3,500.00

\$1,250.00

\$1,000.00

\$800.00

WAYNE AUTOMOBILE COMPANY.

'Phone 4954 Col.

1659 BROADWAY, CITY.

YOUR CAR-OUR EXPERIENCE

Any one can experiment. You can if you wish, but you will find it expensive. And it takes time. Does it not seem wiser to get in touch with a responsible house organized on a sound business basis and having ample capital? We have that kind of organization. It didn't just grow—we bulk it. We stand directly responsible to our patrons with the willingness and ability to make good. In choosing a com-

plement of cars to meet every American requirement; we have taken nothing for granted and have been content only with actual proof of mechanical efficiency. No matter who you are or what your requirements may be, we have a car to suit your wishes and your purse.

THE C. G. V. known abroad as the "Charron," is recognized as being largely responsible for France's world-wide reputation in automobile manufacturing, and has given remarkable satisfaction in America. We have a 20-25 H. P. town car. Limousine, in stock for immediate delivery. On June 25 we shall have ready two touring

ENGLISH DAIMLER

accomplishment of these essential features proves great engineering ability.

Note—Light weight, small tire bills. 1906 World's records for touring cars, 10 miles straightaway.

1 mile flying start—Wilkesbarre Hill climb, 17% grade, 2 minutes 11 seconds, and many others too numerous

Light, strong, fast and economical, weighing one-third less than any other car of equal H P To

"THAT DECAUVILLE CAR"

coming also from France, is already well known in this country. It embodies several mechanical features



The three way air valve carbureter, allowing access of both hot and cold air to the float chamber, is only one of the many features possessed by this conscientiously built machine.

THE AMERICAN is not an experiment; it appeals particularly to him who has already owned an automobile and knows what its weak points are. 85 H. P.; 112-inch wheel base; extra wide rear seat. 88.000.

COVELL **CROSBY** 1621 BROADWAY

AUTOMOBILE ROAD MAPS

which are unique and effective. We have now in stock for immediate delivery a 12-16 H. P. inside driven cab (especially built for a doctor). Also a 24-28 H. P. touring car.

Air-cooled and economical. The car that ran 87 miles on two gallons of gasoline. We are receiving several carloads weekly and try to make immediate deliveries.

BABCOCK ELECTRICS

have been absolutely proven to run farther on one charge than any other electric made. They are light-handsome and easily handled. We have in stock a Model 1, a Model 2 and a Model 6 Runabout. Our giant garage, the best equipped and best conducted in the world, is well worth visiting.

We carry in our Supply Department everything the automobilist can need, including DAC specialists.



Broadway at 56th St., New York

1906 HAYNES

NO EXTRA CHARGE FOR IT

Car run 20 days; perfect condition; ellp covera top, 5 lamps. Truffault Shook Absorber; equipment cost 22,300. Must be sold at once; demonstrate fully; 51,650 to quick coah buyer. Address PRIVATE, box 100 Sun office.

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